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SOURCE	25X1	,		· .		
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	.h. o	In June 1952, source observed that a spur track was under construction toward Drewitz airfield. This spur track branched off from the Cottbus- Cuben railroad line near Jaenschwalde.				
	2. On 16 June, work started on the removal of the humus soil on at Drewitz airfield. On 30 June, a strip of 900 meters was A total of 500 persons were employed on this day. The layin spur track was to be completed by 15 July. The 1952 constructional track was to be completed by 15 July. The 1952 constructional track was to be completed by 15 July. The 1952 constructional tracks and a cantomment. Barracks installations and hangar to be built in 1952/1953 and, subsequently, an aircraft plant constructed in 1953. Construction work at the field was undersion of the boviet construction staff in Merder. The area was inspected by members of the SSD, VP and criminal investi-					i reduled se ser ield
	3.	Two original documents were found at the field. One of them contains in tion that a wire fence with concrete supports is to be built around the field. According to the second document, the starting date, I August 19 for concreting work on the runway and taxiways cannot be not because of delay in the delivery of construction machines. The document also indict that work at the field is done by the Bresden Bauumion and supervised by Jerder construction staff. *				
	25X1*	Comment. The report contains credible details on the intended construction work and the target dates for the construction projectork is only in the initial stage. The report indicates that the completion of the field can definitely not be expected in 1952.				
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